RIVERSIDE
COUNTY

EDA
ECONOMIC
DEVELOPMENT
AGENCY

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

5555 Arlington Ave.
Riverside, CA 92504
Tel: (909) 351-0700 x204

December 21, 2005

San Bernardino County Department of Airports
Chino Airport
825 East 3rd St., Ste. 203
San Bernardino, CA 92415-0831
Attn: Bill Ingraham

RE: Initial Study and Draft Airport Land Use Compatibility Plan (RCALUC)

Dear Mr. Ingraham:

Thank you for the opportunity to review the Initial Study for the Chino Airport Master Plan. This response is from staff and not a formal Airport Land Use Commission review. Once you have scheduled a review by the agency acting as the San Bernardino County ALUC, we intend to schedule the Master Plan and the ALUCP document with the Riverside County Airport Land Use Commission.

Our interest in this matter was stated in the previous letter of July 28, 2000 is in the noise and safety impacts affecting the portions within Riverside County.

As you know the Public Resources Code (CEQA) requires the Caltrans Handbook to be utilized as a technical guide for any project within an adopted CLUP or within two nautical miles of an airport. To that extent four components are necessary for any public review of any airport master plan or expansion as indicated on pages 4-19 and 20 of the Notice of Intent. They are:

1. Forecasts of activity: We now have your statement that these are long term for the year 2025 and have used them for the draft ALUCP.
2. Runway layout: You seem to have made no changes from the original document and we are using the flight tacks you supplied with your response.
3. Flight Tracks: see # 2, and
4. Noise impacts: we have obtained the 55CNEL and they are in the background information for the proposed plan on Map CH-3.

On page three of the 'agency coordination list' our response is listed as being with the Economic and Community Development agency. The address is correct, but we are the Riverside County the Airport Land Use Commission. My response is not from the County Economic Development Agency or the Planning Department and you should refer to them separately.

The attached text and maps are the draft ALUCP completed under the contract with our consultant and financed through the grant from the Caltran Aeronautics. The complete plan is available on the website at www.RCALUC.org. You may wish to contact the various cites within the San Bernardino County jurisdiction and include an analysis of the plan within your environmental review. We have scheduled the Riverside County portion of the RCALUP FOR February 9, 2006. A staff report will follow within a few days.

Should you have any questions regarding this action, please contact me at (951) 343-5492.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Keith D. Downs, A.I.C.P., A.A.A.E.
Executive Director

KDD:bks

Enclosure: Chapters and maps for Chino Airport

cc: Ken Brody
RCALUC Commissioners
Robert Field
John Field
B.T. Miller, Counsel
Robert Johnson, Planning Director
Chris Hugenin, Coffman and Associates

CH. CHINO AIRPORT

CH.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The Compatibility Map for Chino Airport is based upon the draft Airport Master Plan dated December 2003. San Bernardino County adoption of the plan is anticipated in early 2006.

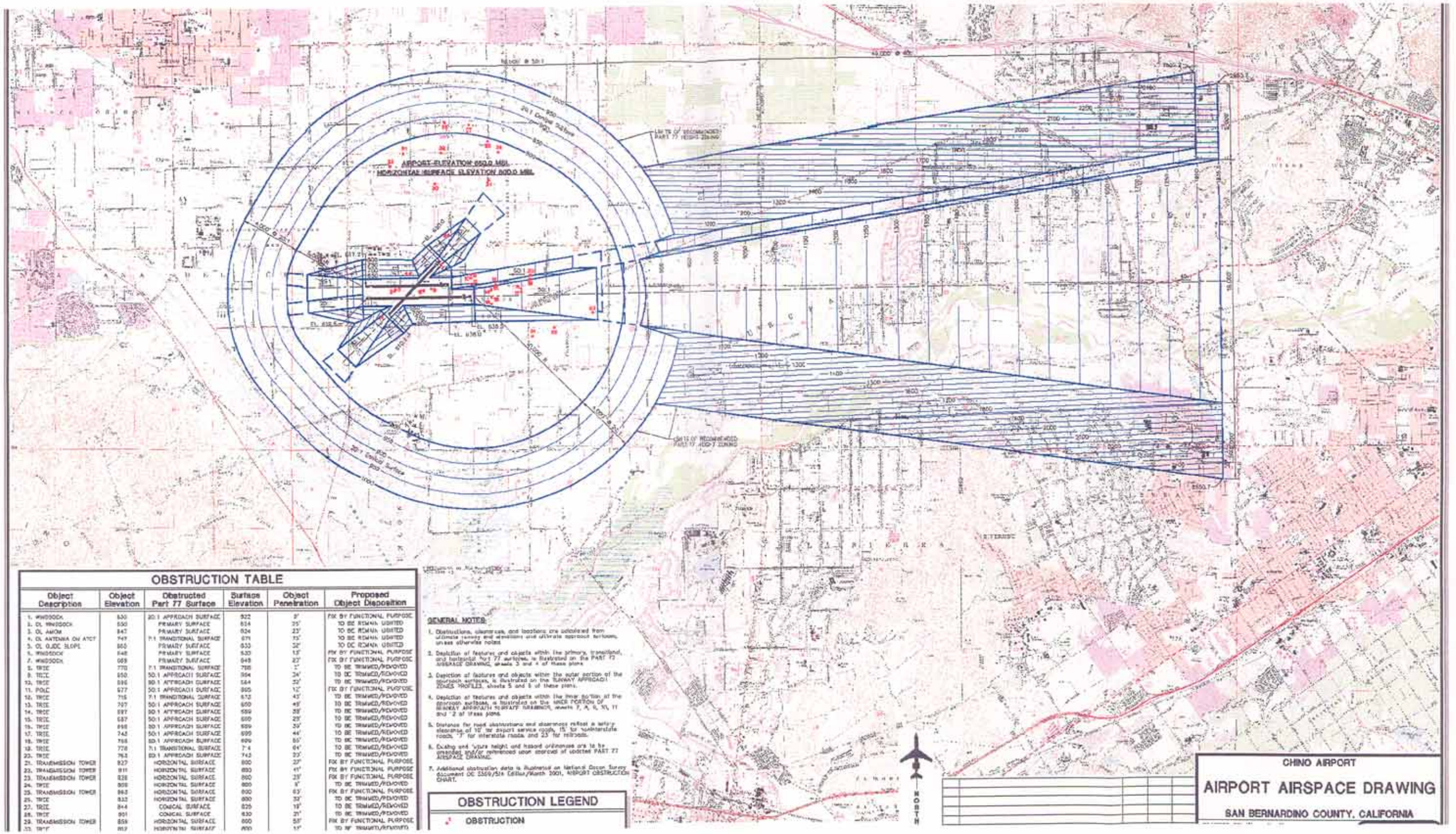
1.2 *Airfield Configuration:* The Master Plan calls for modifications to each of the airport's three runways. The primary runway, 8R-26L, will remain at its present 7,000-foot length, but establishment of a precision instrument approach to the east (26L) end is proposed. The northern parallel runway, 8L-26R, is to be extended 662 feet eastward to a new length of 5,500 feet. The crosswind runway, 3-21, is to be shortened at both ends, resulting in a future length of 4,900 feet.

1.3 *Airport Activity:* Total aircraft operations are projected to increase to 209,400 in 2025 compared to 158,833 recorded in 2002. The mix of aircraft types is expected to remain constant. Time of day, runway use, and other distributions of operations are also expected to remain unchanged on a percentage of operations basis.

1.4 *Airport Influence Area:* The Chino Airport influence area boundaries match the outer boundary of the FAR Part 77 conical surface for the airport with an extension to the east encompassing additional lands along the existing and future precision instrument approach paths. The influence area includes lands within both Riverside and San Bernardino counties.

CH.2 Additional Compatibility Policies

2.1 *Geographic Applicability:* Although Chino Airport is situated within the county of San Bernardino, it is included within this *Riverside County Airport Land Use Compatibility Plan* because its impacts extend into Riverside County. As adopted by the Riverside County Airport Land Use Commission, the maps in this section and the countywide policies in Chapter 2 are applicable only to lands within the county of Riverside and jurisdictions within the county. The Riverside County ALUC has no authority over lands within the County of San Bernardino.



OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. WINDSOCK	630	20:1 APPROACH SURFACE	622	8'	FIX BY FUNCTIONAL PURPOSE
2. OL WINDSOCK	650	PRIMARY SURFACE	624	25'	TO BE REMAIN LIGHTED
3. OL AWOS	647	PRIMARY SURFACE	624	23'	TO BE REMAIN LIGHTED
4. OL ANTENNA ON ATCT	749	7:1 TRANSITIONAL SURFACE	674	75'	TO BE REMAIN LIGHTED
5. OL GLIDE SLOPE	660	PRIMARY SURFACE	653	32'	TO BE REMAIN LIGHTED
6. WINDSOCK	648	PRIMARY SURFACE	633	15'	FIX BY FUNCTIONAL PURPOSE
7. WINDSOCK	669	PRIMARY SURFACE	648	21'	FIX BY FUNCTIONAL PURPOSE
8. TREE	770	7:1 TRANSITIONAL SURFACE	768	2'	TO BE TRIMMED/REMOVED
9. TREE	850	50:1 APPROACH SURFACE	804	34'	TO BE TRIMMED/REMOVED
10. TREE	886	50:1 APPROACH SURFACE	564	32'	TO BE TRIMMED/REMOVED
11. POLE	877	50:1 APPROACH SURFACE	805	12'	FIX BY FUNCTIONAL PURPOSE
12. TREE	715	7:1 TRANSITIONAL SURFACE	672	43'	TO BE TRIMMED/REMOVED
13. TREE	707	50:1 APPROACH SURFACE	650	45'	TO BE TRIMMED/REMOVED
14. TREE	687	50:1 APPROACH SURFACE	639	38'	TO BE TRIMMED/REMOVED
15. TREE	687	50:1 APPROACH SURFACE	659	28'	TO BE TRIMMED/REMOVED
16. TREE	698	50:1 APPROACH SURFACE	659	39'	TO BE TRIMMED/REMOVED
17. TREE	743	50:1 APPROACH SURFACE	699	44'	TO BE TRIMMED/REMOVED
18. TREE	755	50:1 APPROACH SURFACE	709	46'	TO BE TRIMMED/REMOVED
19. TREE	728	7:1 TRANSITIONAL SURFACE	724	4'	TO BE TRIMMED/REMOVED
20. TREE	763	50:1 APPROACH SURFACE	742	23'	TO BE TRIMMED/REMOVED
21. TRANSMISSION TOWER	827	HORIZONTAL SURFACE	800	27'	FIX BY FUNCTIONAL PURPOSE
22. TRANSMISSION TOWER	811	HORIZONTAL SURFACE	800	11'	FIX BY FUNCTIONAL PURPOSE
23. TRANSMISSION TOWER	825	HORIZONTAL SURFACE	800	25'	FIX BY FUNCTIONAL PURPOSE
24. TREE	808	HORIZONTAL SURFACE	800	8'	TO BE TRIMMED/REMOVED
25. TRANSMISSION TOWER	863	HORIZONTAL SURFACE	800	63'	FIX BY FUNCTIONAL PURPOSE
26. TREE	833	HORIZONTAL SURFACE	800	33'	TO BE TRIMMED/REMOVED
27. TREE	844	CONICAL SURFACE	825	19'	TO BE TRIMMED/REMOVED
28. TREE	851	CONICAL SURFACE	830	21'	TO BE TRIMMED/REMOVED
29. TRANSMISSION TOWER	858	HORIZONTAL SURFACE	800	58'	FIX BY FUNCTIONAL PURPOSE
30. TREE	819	HORIZONTAL SURFACE	800	19'	TO BE TRIMMED/REMOVED

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING, sheets 3 and 4 of these plans.
3. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the RUNWAY APPROACH ZONES PROFILES, sheets 5 and 6 of these plans.
4. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 7, 8, 9, 10, 11 and 12 of these plans.
5. Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for noninterstate roads, 17' for interstate roads and 23' for railroads.
6. Existing and future height and hazard ordinances are to be amended and/or referenced upon adoption of updated PART 77 AIRSPACE DRAWING.
7. Additional obstruction data is illustrated on National Ocean Survey document OC 5569/5th Cellus/March 2001, AIRPORT OBSTRUCTION CHART.

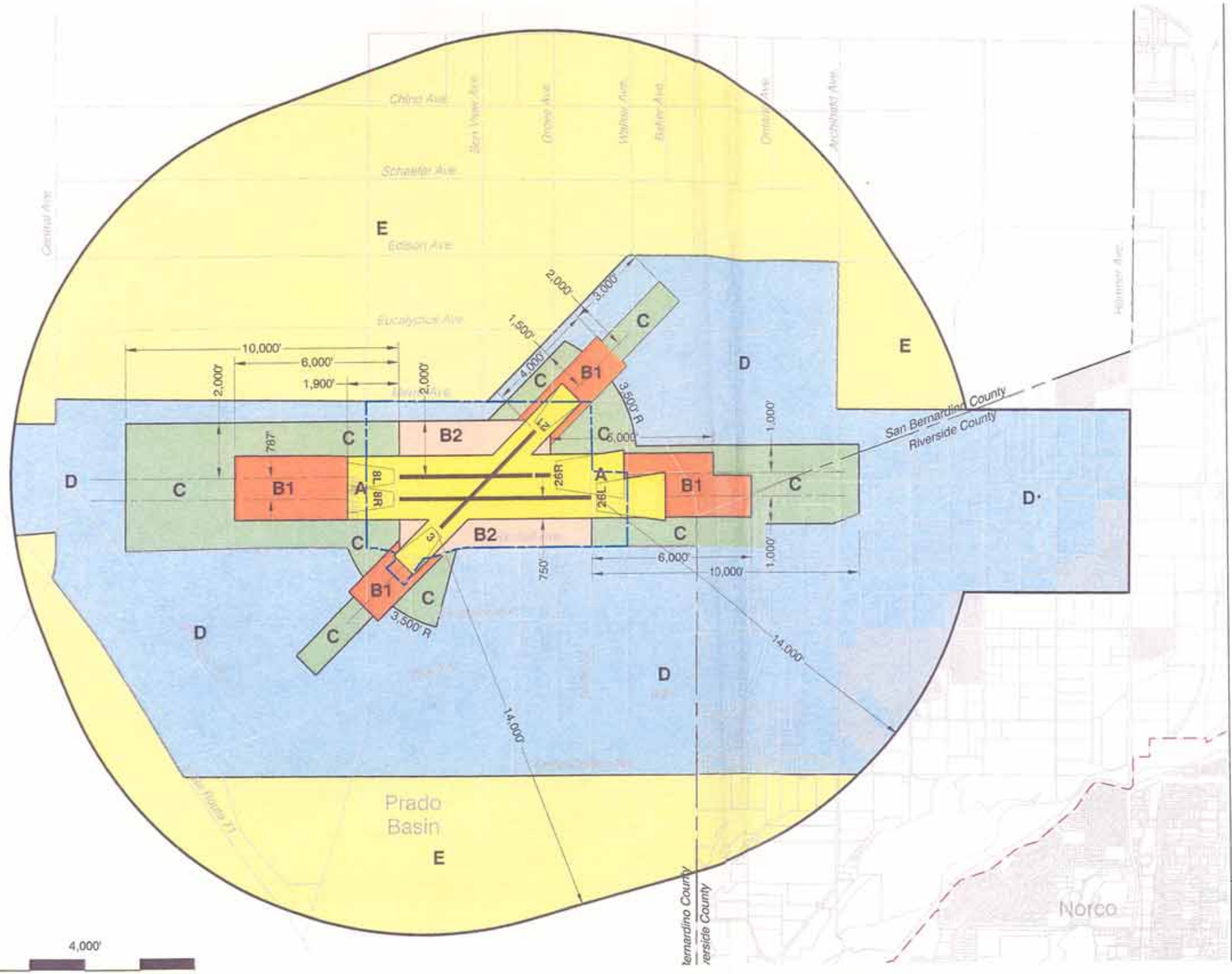
OBSTRUCTION LEGEND

OBSTRUCTION

CHINO AIRPORT

AIRPORT AIRSPACE DRAWING

SAN BERNARDINO COUNTY, CALIFORNIA



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- City Limits

Note

Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

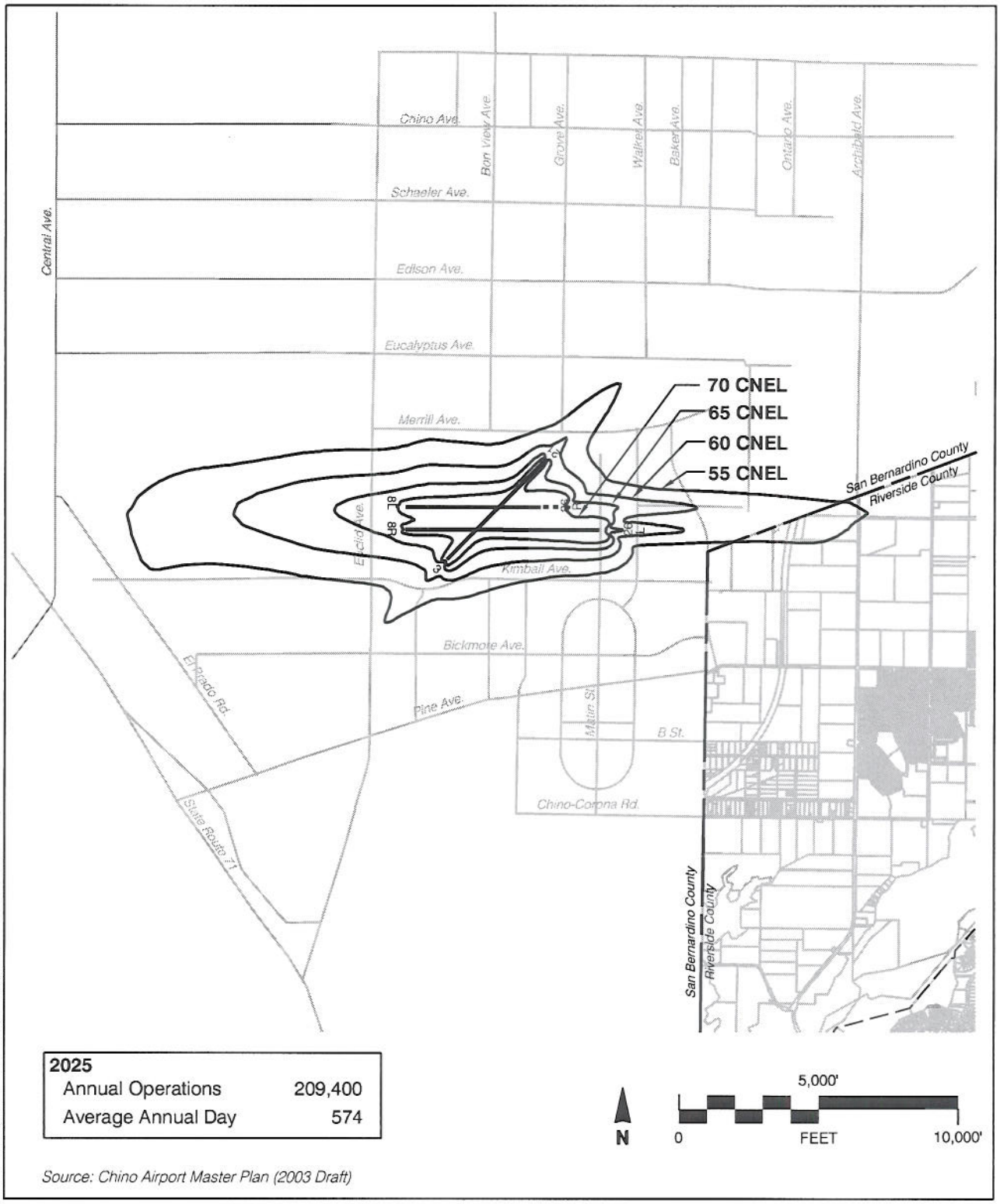
Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(November 2005 Draft)

Map CH-1

Compatibility Map



Source: Chino Airport Master Plan (2003 Draft)

Map CH-3

Noise Compatibility Contours

Chino Airport

W1

Background Data: Chino Airport and Environs

INTRODUCTION

Chino Airport is owned and operated by the County of San Bernardino and situated within the incorporated limits of the City of Chino in the southwestern corner of the county. Occupying 1,150 acres of land and having three runways and full precision instrument approach capabilities, the airport is a major general aviation facility serving the cities of Chino, Chino Hills, and Ontario, as well as other nearby communities in both southwestern San Bernardino County and northwestern Riverside County. Operations at Chino Airport affect lands within Riverside County less than two miles to the east, thus necessitating its inclusion in the *Riverside County Airport Land Use Compatibility Plan.*

A new master plan for the area is proceeding through the review and adoption process as of mid 2005. Some of the background data presented in the exhibits in this chapter is obtained from the draft master plan and is therefore subject to revision prior to adoption. Exhibit CH–1 describes current and planned features of the airport. The draft long-range development plan is depicted in Exhibits CH–2a and 2b. Exhibit CH–3 summarizes data regarding present and future airport activity. Current and projected noise impacts are shown in the two following maps, Exhibits CH–4 and CH–5. Exhibit CH–6 illustrates in a combined manner the noise, flight track, risk and other factors that are the source of the Chino Airport compatibility map included in Volume 1.

Historically, nearby lands in both counties were comprised mainly of agricultural uses, especially dairy farming. Today, the airport environs are becoming urbanized. Most of the area is planned for residential development The need for airport land use compatibility planning is thus urgent. Information regarding existing and planned land uses in the airport vicinity is summarized in Exhibit CH–7. Exhibit CH-8 presents a simplified map of planned airport area land uses as found in the general plans of Riverside County and the affected jurisdictions in San Bernardino County. The final exhibit, CH–9 *[to be added]*, contains an initial assessment of consistencies and inconsistencies between the Riverside County general plan and compatibility policies set forth in Volume 1 of the *Compatibility Plan.*

General Information

- *Airport Ownership:* San Bernardino County
- *Year Opened:* 1960
- *Property Size*
  - Fee title: 1,150 acres
- *Airport Classification:* General Aviation Reliever
- *Airport Elevation:* 652 feet MSL

Airport Planning Documents

- *Airport Master Plan*
  - December 2003 draft undergoing public review
  - Adoption anticipated January 2006
- *Airport Layout Plan Drawing*
  - Last formal FAA approval, April 3, 2002

Runway/Taxiway Design

Runway 8R-26L

- *Critical Aircraft:* Gulfstream V
- *Airport Reference Code:* D-III
- *Dimensions:* 7,000 ft. long, 150 ft. wide
- *Pavement Strength: (main landing gear configuration)*
  - 75,000 lbs (single wheel)
  - 150,000 lbs (dual wheel)
  - 215,000 lbs (dual-tandem wheel)
- *Average Gradient:* 0.24 % (rising to east)
- *Runway Lighting:* High-intensity edge lights (MIRL)
- *Primary Taxiways:* Full-length parallel on south side; partial parallel on north at east end

Runway 8L-26R

- *Critical Aircraft:* Global Express
- *Airport Reference Code:* C-III
- *Dimensions:* 4,838 ft. long, 150 ft. wide
- *Pavement Strength: (main landing gear configuration)*
  - 12,000 lbs (single wheel)
- *Average Gradient:* 0.39 % (rising to east)
- *Runway Lighting:* Medium-intensity edge lights (HIRL)
- *Primary Taxiways:* Full-length parallel on north side

Runway 3-21

- *Critical Aircraft:* Citation X
- *Airport Reference Code:* C-II
- *Dimensions:* 6,003 ft. long, 150 ft. wide
- *Pavement Strength: (main landing gear configuration)*
  - 21,000 lbs (single wheel)
  - 130,000 lbs (dual wheel)
  - 130,000 lbs (dual-tandem wheel)
- *Average Gradient:* 0.79% (rising to northeast)
- *Runway Lighting:* Medium-intensity edge lights (MIRL)
- *Primary Taxiways:* Full-length parallel on northwest side

Approach Protection

- *Runway Protection Zones (RPZ)*
  - Rwys 3, 21, 8R, 8L: 1,700 ft. long; all partially on airport property
  - Rwys 26L, 26R: 2,500 ft.; partially on airport property
- *Approach Obstacles*
  - Trees in all approaches; no approach obstructions
  - Rising terrain southwest of the airport

Traffic Patterns and Approach Procedures

- *Airplane Traffic Patterns*
  - Runways 3, 8R, 8L, right-hand traffic
  - Runways 21, 26L, 26R, left-hand traffic
  - Pattern Altitude:
    - 750 ft. AGL, single-engine
    - 1,350 ft. AGL, twins
- *Instrument Approach Procedures (lowest minimums)*
  - Runway 26R ILS
    - Straight-in (¾-mile visibility; 200 ft. descent height)
    - Circling (1-mile visibility; 600 ft. descent height)
  - Runway 26R VOR or GPS-B
    - Circling (1-mile visibility; 900 ft. descent height)
- *Visual Approach Aids*
  - Runways 8R, 26L, 26R: PAPI (3.0°)
  - Runway 21: VASI (3.0°); REIL

Building Area

- *Location:* Most facilities in northwest quadrant
- *Aircraft Parking Capacity*
  - Hangar spaces: 495 (+88 under development) conventional, executive, and T-hangars
  - Tiedowns: 220
- *Other Major Facilities*
  - Air traffic control tower
- *Services*
  - Fuel: 100LL, Jet A
  - Other: Aircraft rental & instruction; aircraft maintenance & modification; aircraft charter

Planned Facility Improvements

- *Airfield*
  - Extend Rwy 8L-26R to 5,500 ft., adding 662 ft. on east
  - Reduce Rwy 3-21 to 4,900 ft., eliminating 750 ft. on southwest and 353 feet on northeast
  - Establish ILS on Rwy 26L
  - Extend midfield parallel taxiway to full length of Rwy 8R-26L; construct additional connecting taxiways
  - Construct helipad
- *Building Area*
  - Construct additional storage hangars
  - Construct joint use firefighting station
- *Property*
  - Acquire fee title or avigation easements on all remaining property in RPZs

Exhibit CH–1

Airport Features Summary

Chino Airport

BUILDINGS/FACILITIES		
NO.	DESCRIPTION	ELEV.
	EXISTING	
A-220	NON-AVIATION - WAREHOUSE	650
A-230	AIRPORT ADMINISTRATION MAINTENANCE (CHINO POLICE DEPT.)	650
A-240	CONVENTIONAL HANGAR - PBC	650
A-270	CONVENTIONAL HANGAR - MC/SB/W	651
A-280	CONVENTIONAL HANGAR - MC/SB/W	648
A-305	NON-AVIATION OFFICE/RETAIL	648
A-315	NON-AVIATION OFFICE/RETAIL	646
A-320	NON-AVIATION OFFICE/RETAIL	648
A-330	FIRE STATION	661
A-335	CONVENTIONAL HANGAR - PBC	648
A-340	CONVENTIONAL HANGAR - PBC	648
A-345	CONVENTIONAL HANGAR - PBC	650
A-390	CONVENTIONAL HANGAR - PBC	648
A-435	CONVENTIONAL HANGAR - PBC	644
A-440	CONVENTIONAL HANGAR - PBC	654
A-445	PORTABLE HANGARS	-
A-460	T-HANGAR	647
A-465	T-HANGAR	648
A-470	T-HANGAR	648
A-475	T-HANGAR	648
A-480	CONVENTIONAL HANGAR - PBC	643
A-485	CONVENTIONAL HANGAR - PBC	644
A-490	CONVENTIONAL HANGAR - PBC	648
A-495	CONVENTIONAL HANGAR - PBC	647
A-500	-	651
A-504	COUNTY ROAD DEPARTMENT	662
A-510	MUSEUM	652
A-520	CONVENTIONAL HANGAR - MC/SB/W	650
A-530	CONVENTIONAL HANGAR - MC/SB/W	652
A-540	CONVENTIONAL HANGAR - PBC	650
A-550	OFFICE	647
A-555	CONVENTIONAL HANGAR - PBC	648
A-560	CONVENTIONAL HANGAR - PBC	648
B-120	T-HANGAR	654
B-130	T-HANGAR	654
B-140	T-HANGAR	660

BUILDINGS/FACILITIES		
NO.	DESCRIPTION	ELEV.
	EXISTING (Cont.)	
B-150	T-HANGAR	660
B-160	T-HANGAR	656
B-170	T-HANGAR	661
B-180	T-HANGAR	656
B-195	AIR TRAFFIC CONTROL TOWER	730
B-197	ELECTRICAL VAULT	-
B-220	T-HANGAR	660
B-230	T-HANGAR	660
B-240	T-HANGAR	660
B-250	T-HANGAR	656
B-260	T-HANGAR	659
B-270	T-HANGAR	661
B-280	T-HANGAR	654
B-290	T-HANGAR	654
B-295	CONVENTIONAL HANGAR - PBC	660
B-297	CONVENTIONAL HANGAR - PBC	657
B-310	FUEL FARM	N/A
B-320	T-HANGAR	660
B-330	T-HANGAR	656
B-340	T-HANGAR	661
B-350	CONVENTIONAL HANGAR - PBC	663
F-330	CONVENTIONAL HANGAR	656
F-340	CONVENTIONAL HANGAR - PBC	656
F-350	CONVENTIONAL HANGAR - PBC	656
F-360	CONVENTIONAL HANGAR	656
F-365	STORAGE BUILDING	643
	ULTIMATE	
1	AIRCRAFT STORAGE HANGAR	
2	AIRCRAFT WASHRACK	
3	FUMIGATION STATION	
4	FUEL FARM	
5	RELOCATED A-385/A-390	
6	PARCEL (Commercial Use)	
7	PARCEL (Airport Storage)	
8	PARCEL (Public Terminal)	
9	PARCEL (Airport Maintenance)	
10	PARCEL (Aviation Related Commercial/Industrial-Airfield Access)	
11	PARCEL (Aviation Related Commercial/Industrial)	

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED/REMOVED PAVEMENT
		AIRPORT PARCEL LINE
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (W/ applicable)
		BUILDING REMOVAL
		BUILDING CONSTRUCTION
		BUILDING RESTRICTION LINE (BRL)
		FACILITY (PAVEMENT) CONSTRUCTION
		FENCING
VASI-4	VASI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		SEGMENTED CIRCLE/WIND INDICATOR
		SURPLUS LAND
		TAXIWAY DESIGNATION
		TOPOGRAPHY
		WIND INDICATOR (Lighted)

APPROVALS

BY: _____ DATE: _____
BOARD OF SUPERVISORS, CHAIRMAN

BY: _____ DATE: _____
AIRPORTS COMMISSION, CHAIRMAN

BY: _____ DATE: _____
DIRECTOR OF AVIATION

FAA APPROVAL STAMP

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING.
3. Recommended land uses are depicted on the AIRPORT LAND USE DRAWING.
4. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. Localizer utilizes 35 foot vertical object height.
5. Existing/Ultimate fence line extends along property line except where shown.

No.	REVISIONS	DATE	BY	APP'D.
2	REVALIDATION - AS BUILTS OF RUNWAY 8R-26L	4-3-02		
1	FULL APPROVAL RESULTING FROM MASTER PLAN	6-25-86		

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

CHINO AIRPORT

AIRPORT LAYOUT PLAN

SAN BERNARDINO COUNTY, CALIFORNIA

DRAFT

PLANNED BY: Kevin M. Ringquist
DETAILED BY: Richard A. Lilly
APPROVED BY: James M. Harris

November 7, 2003 | SHEET 2 OF 17

Coffman Associates
Airport Consultants

Exhibit CH-2a

RUNWAY END COORDINATES (NAD 83)

RUNWAY		EXISTING	ULTIMATE
Runway 3	Latitude	33° 58' 48.347" N	33° 58' 14.163" N
	Longitude	117° 38' 20.341" W	117° 38' 30.530" W
Runway 21	Latitude	33° 58' 51.455" N	33° 58' 48.821" N
	Longitude	117° 37' 40.855" W	117° 37' 49.781" W
Runway 8L	Latitude	33° 58' 33.500" N	33° 58' 32.500" N
	Longitude	117° 38' 48.530" W	117° 38' 48.530" W
Runway 26R	Latitude	33° 58' 33.048" N	33° 58' 33.118" N
	Longitude	117° 37' 50.877" W	117° 37' 43.017" W
Runway 8R	Latitude	33° 58' 24.950" N	33° 58' 24.650" N
	Longitude	117° 38' 48.530" W	117° 38' 48.530" W
Runway 26L	Latitude	33° 58' 25.347" N	33° 58' 25.340" N
	Longitude	117° 37' 25.110" W	117° 37' 25.110" W

AIRPORT DATA

Chino Airport (CNO)

CITY: Chino, California	COUNTY: San Bernardino, California	
RANGE: 8 East TOWNSHIP: 4 South	CITY, TOWNSHIP: Chino, California	

		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		General Aviation Reliever	General Aviation Reliever
AIRPORT REFERENCE CODE		D-III	D-III
DESIGN AIRCRAFT		Gulfstream IV	Gulfstream V
AIRPORT ELEVATION		653.0 MSL	650.0 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		95.5° F (July)	95.5° F (July)
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	33° 58' 28.900" N	33° 58' 33.387" N
	Longitude	117° 38' 11.800" W	117° 38' 10.245" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		Rotating Beacon REIL's PAPI's VASI's	Rotating Beacon ILS MALSR REIL's PAPI's
GPS Approach		Circling	26L/26R

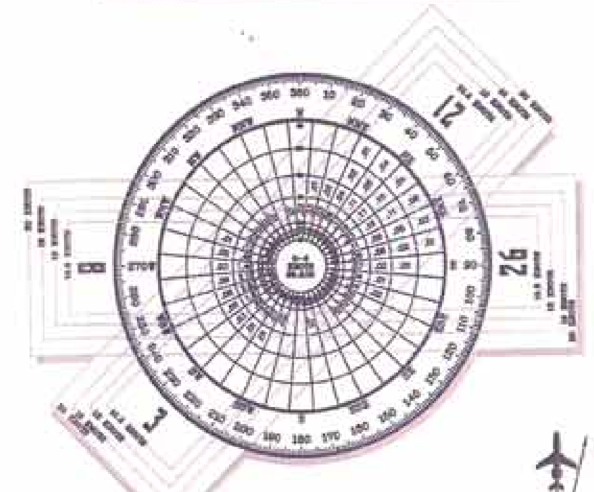
RUNWAY DATA

RUNWAY DATA	RUNWAY 8R-26L EXISTING 8R	RUNWAY 8R-26L EXISTING 26L	RUNWAY 8R-26L ULTIMATE 8R	RUNWAY 8R-26L ULTIMATE 26L	RUNWAY 8L-26R EXISTING 8L	RUNWAY 8L-26R EXISTING 26R	RUNWAY 8L-26R ULTIMATE 8L	RUNWAY 8L-26R ULTIMATE 26R	RUNWAY 3-21 EXISTING 3	RUNWAY 3-21 EXISTING 21	RUNWAY 3-21 ULTIMATE 3	RUNWAY 3-21 ULTIMATE 21
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	D-III		D-III		C-III		C-III		C-II		C-II	
APPROACH VISIBILITY MINIMUMS (Lowest)	>1 Mile	>1 Mile	>1 Mile	3/4 Mile	>1 Mile	<3/4 Mile	>1 Mile	<3/4 Mile	>1 Mile	>1 Mile	>1 Mile	>1 Mile
F.A.R. PART 77 CATEGORY	Visual	Visual	Visual	Precision	Visual	Precision	Visual	Precision	Visual	Visual	Visual	Visual
PERCENTAGE OF WIND COVERAGE (ALL WEATHER-MPH)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
F.A.R. PART 77 APPROACH SLOPE	20:1	20:1	20:1	50:1	20:1	50:1	20:1	50:1	20:1	20:1	20:1	20:1
MAXIMUM ELEVATION (Above MSL)	636.5		636.5		636.1		636.0		652.0		650.0	
RUNWAY DIMENSIONS	7,000' x 150'		7,000' x 150'		4,858' x 150'		5,600' x 150'		6,033' x 150'		4,800' x 150'	
RUNWAY AZIMUTH	89.4225		89.4225		89.5994		89.5994		44.4056		44.4056	
RUNWAY BEARING (Decimal Degrees)	N 89° 35' 21" E		N 89° 35' 21" E		N 89° 35' 58" E		N 89° 35' 58" E		N 44° 24' 36" E		N 44° 24' 56" E	
RUNWAY APPROACH SURFACES (F.A.R. Part 77)	20:1	20:1	20:1	50:1	20:1	50:1	20:1	50:1	20:1	20:1	20:1	20:1
RUNWAY THRESHOLD DISPLACEMENT	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
RUNWAY STOPWAY	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
RUNWAY SAFETY AREA (RSA)	9,000' x 500'		9,000' x 500'		6,353' x 500'		7,600' x 500'		7,248' x 500'		6,800' x 500'	
RUNWAY SAFETY AREA (RSA) BEYOND RUNWAY STOP END	1,000'	1,000'	1,000'	1,000'	895'	600'	1,000'	1,000'	455'	760'	1,000'	1,000'
RUNWAY OBSTACLE FREE ZONE (OFZ)	7,400' x 400'		7,400' x 400'		5,258' x 400'		6,000' x 400'		6,433' x 400'		5,200' x 400'	
RUNWAY OBJECT FREE AREA (OFA)	8,400' x 800'		9,000' x 800'		6,858' x 800'		7,600' x 800'		6,820' x 800'		6,800' x 800'	
RUNWAY OBJECT FREE AREA (OFA) BEYOND RUNWAY STOP END	400'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	350'	437'	1,000'	1,000'
RUNWAY PAVEMENT SURFACE MATERIAL	Asphalt		Asphalt		Asphalt		Asphalt		Asphalt		Asphalt	
RUNWAY PAVEMENT SURFACE TREATMENT	Grooved		Grooved		None		None		None		None	
RUNWAY PAVEMENT STRENGTH (in thousand lbs.)[1]	75(S)/160(D)/316(DT)		75(S)/160(D)/316(DT)		18(S)		30(S)/60(D)		21(S)/130(D)		21(S)/130(D)	
RUNWAY EFFECTIVE GRADIENT	0.24%		0.24%		0.59%		0.38%		0.79%		0.81%	
RUNWAY TOUCHDOWN ZONE ELEVATION (Above MSL)	624.8	635.5	624.8	635.5	626.5	636.1	626.5	636.0	635.8	652.0	634.5	650.0
RUNWAY MARKING	Nonprecision	Nonprecision	Nonprecision	Precision	Basic	Precision	Basic	Precision	Basic	Basic	Basic	Basic
RUNWAY LIGHTING	MIRL		HIRL		HIRL		HIRL		MIRL		MIRL	
RUNWAY APPROACH LIGHTING	None	None	None	MALSR	None	None	None	MALSR	None	None	None	None
RUNWAY HOLD LINE POSITION (From Rwy Centerline)	250'		250'		250'		250'		250'		250'	
TAXIWAY LIGHTING	MITL		MITL		MITL		MITL		MITL		MITL	
TAXIWAY MARKING	Centerline/Signage		Centerline/Signage		Centerline/Signage		Centerline/Signage		Centerline/Signage		Centerline/Signage	
TAXIWAY SURFACE MATERIAL	Asphalt		Asphalt		Asphalt		Asphalt		Asphalt		Asphalt	
TAXIWAY WIDTH	75'		75'		40'		50'		40' to 60'		50'	
TAXIWAY SAFETY AREA WIDTH	118'		118'		118'		118'		118'		118'	
TAXIWAY OBJECT FREE AREA WIDTH	186'		186'		186'		186'		186'		186'	
RUNWAY ELECTRONIC NAVIGATIONAL AIDS				ILS GPS		ILS		ILS GPS				
RUNWAY VISUAL NAVIGATIONAL AIDS	PAPI-4 L Distance-To Go	PAPI-4 L Distance-To Go	PAPI-4 L REIL Distance-To Go PCL[2]	PAPI-4 L Distance-To Go PCL[2]	VASI-4 L	PAPI-4 L	PAPI-4 L REIL Distance-To Go PCL[2]	PAPI-4 L Distance-To Go PCL[2]	VASI-4 L	VASI-4 L REIL	PAPI-4 L REIL PCL[2]	PAPI-4 L REIL PCL[2]

[1]Pavement strengths are expressed in Single(S), Dual (D) and Dual Tandem (DT) wheel loading capacities. [2]PCL - Pilot Controlled Lighting.

ALL WEATHER WIND COVERAGE

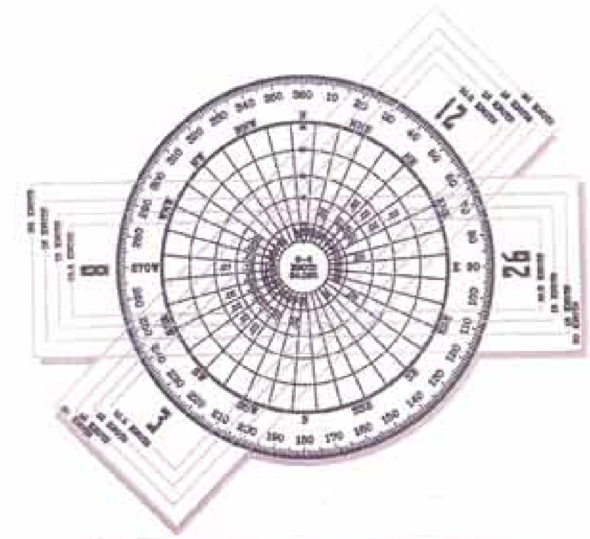
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 03-21	98.52%	99.69%	99.89%	99.97%
Runway 08-26	98.51%	99.18%	99.81%	99.84%
Combined	99.87%	99.96%	99.98%	99.99%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Ontario International Airport
Ontario, California

OBSERVATIONS:
73,425 All Weather Observations
4,444 IFR Observations
1992-2001

Magnetic Variance
N 13° 31' E (August 2002)
Annual Rate of Change
2.40' West (August 2002)



IFR WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 03-21	99.79%	99.90%	100.00%	100.00%
Runway 08-26	99.87%	99.87%	99.97%	99.98%
Combined	100.00%	100.00%	100.00%	100.00%

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Perimeter Fencing/Property Line/Merrill Avenue Extends Through Runway 21 RSA	Runway Safety Area (RSA)	1,000' Beyond Runway End	760' Beyond Runway End	Relocated Runway 21 Threshold
Perimeter Fencing/Property Line/Merrill Avenue Extends Through Runway 21 OFA	Object Free Area (OFA)	1,000' Beyond Runway End	437' Beyond Runway End	Relocated Runway 21 Threshold
Perimeter Fencing/Property Line/Kimball Avenue Extends Through Runway 3 RSA	Runway Safety Area (RSA)	1,000' Beyond Runway End	455' Beyond Runway End	Relocate Runway 3 End
Perimeter Fencing/Property Line/Kimball Avenue Extends Through Runway 3 OFA	Object Free Area (OFA)	1,000' Beyond Runway End	350' Beyond Runway End	Relocate Runway 3 End
Localizer Antenna In Runway 8L RSA	Runway Safety Area (RSA)	Runway Safety Area (RSA)	895' Beyond Runway End	Relocate Localizer
Natural Gas Valves In Runway 26R RSA/RSA Not Graded To Standard	Runway Safety Area (RSA)	Runway Safety Area (RSA)	600' Beyond Runway End	Grade RSA/Relocate Natural Gas Valves
Fire Suppression Storage Tanks In Runway 26L OFA	Object Free Area (OFA)	1,000' Beyond Runway End	400' Beyond Runway End	Relocate Fire Suppression Storage Tanks

No.	REVISIONS	DATE	BY	APP'D
2	REVALIDATION — AS BUILTS OF RUNWAY 8R-26L	4-3-03		
1	FULL APPROVAL RESULTING FROM MASTER PLAN	1-22-[illegible]		

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

CHINO AIRPORT

AIRPORT DATA SHEET

DRAFT

SAN BERNARDINO COUNTY, CALIFORNIA

PLANNED BY: [illegible]
DETAILED BY: Richard A. [illegible]
APPROVED BY: James M. Harris

November 7, 2002 SHEET 1 OF 17

Coffman Associates Airport Consultants

Exhibit CH-2b

BASED AIRCRAFT

	Current [a] 2005 data	Future [b] 2025
Aircraft Type		
Single-Engine	771	1,027
Twin-Engine Piston	155	209
Turboprop	39	59
Turbojet	31	53
Helicopters	24	27
Total	*1,020*	*1,375*

AIRCRAFT OPERATIONS

	Current [a] 2002 data	Future [b] 2025
Total		
Annual	158,833	209,400 [b]
Average Day	435	574
Distribution by Aircraft Type		
Single-Engine	73%	73%
Twin-Engine Piston	17%	17%
Twin-Engine, Turboprop	2%	3%
Business Jet	2%	2%
Helicopter	6%	5%
Distribution by Type of Operation		
Local (incl. touch-and-goes)	56%	44%
Itinerant	65%	35%

TIME OF DAY DISTRIBUTION

	Current [a]	Future
Business Jets		
Day	90%	no
Evening	5%	change
Night	5%	
Turboprops		
Day	90%	no
Evening	5%	change
Night	5%	
Other Aircraft		
Day	90%	no
Evening	5%	change
Night	5%	

RUNWAY USE DISTRIBUTION

	Current [a]	Future
All Airplanes – Day & Evening		
Takeoffs & Landings		
Runway 8L	2.5%	no
Runway 26R	60%	change
Runway 8R	2.5%	
Runway 26L	25%	no
Runway 3	7.5%	change
Runway 21	2.5%	
All Airplanes – Night		
Takeoffs & Landings		
Runway 8L	2.5%	no
Runway 26R	60%	change
Runway 8R	2.5%	
Runway 26L	25%	no
Runway 3	7.5%	change
Runway 21	2.5%	

FLIGHT TRACK USAGE

- Data not available

Notes:

[a] Source: Airport records
[b] Source: 2002 Airport Master Plan forecast

Exhibit CH–3

Airport Activity Data Summary

Chino Airport

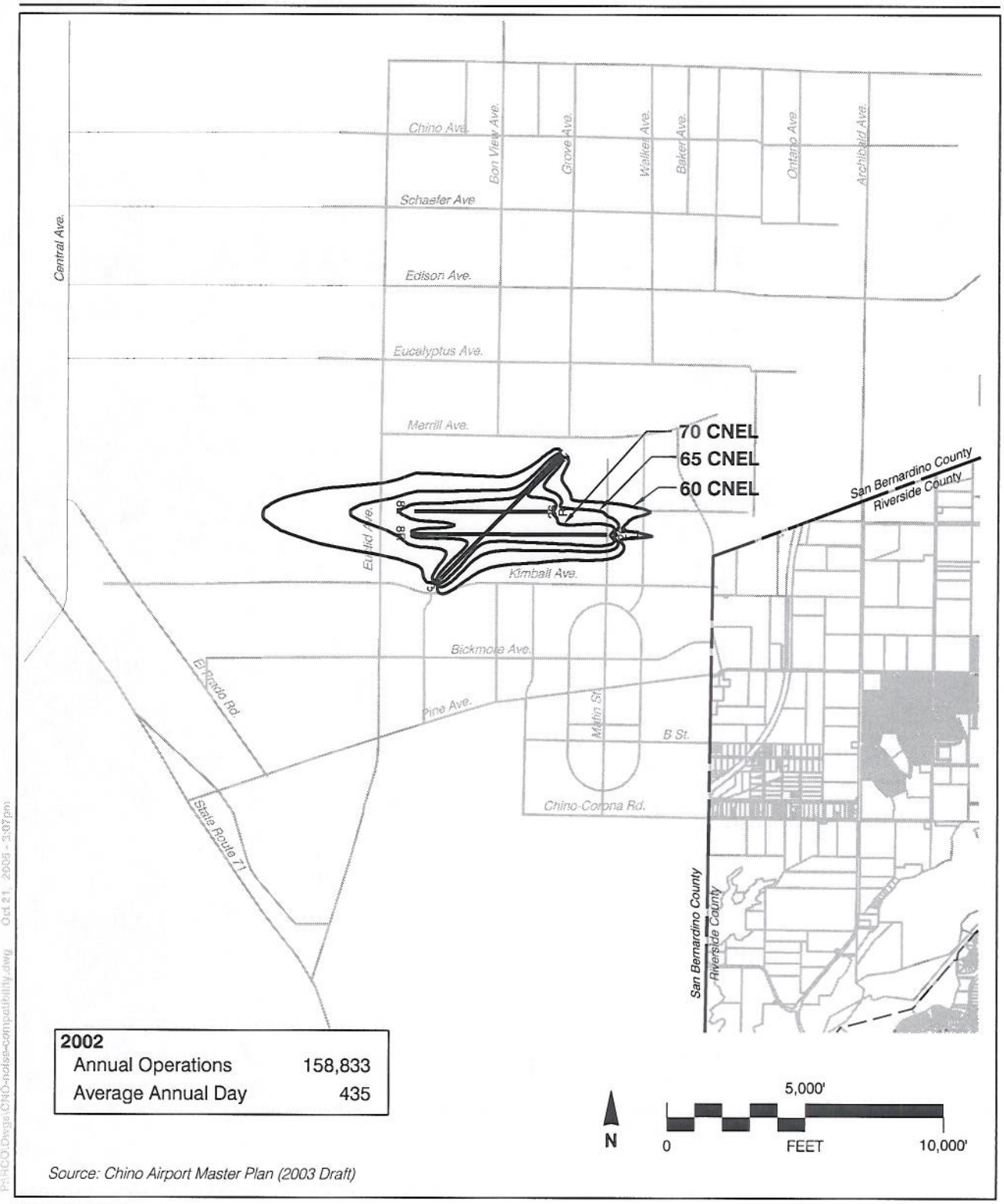
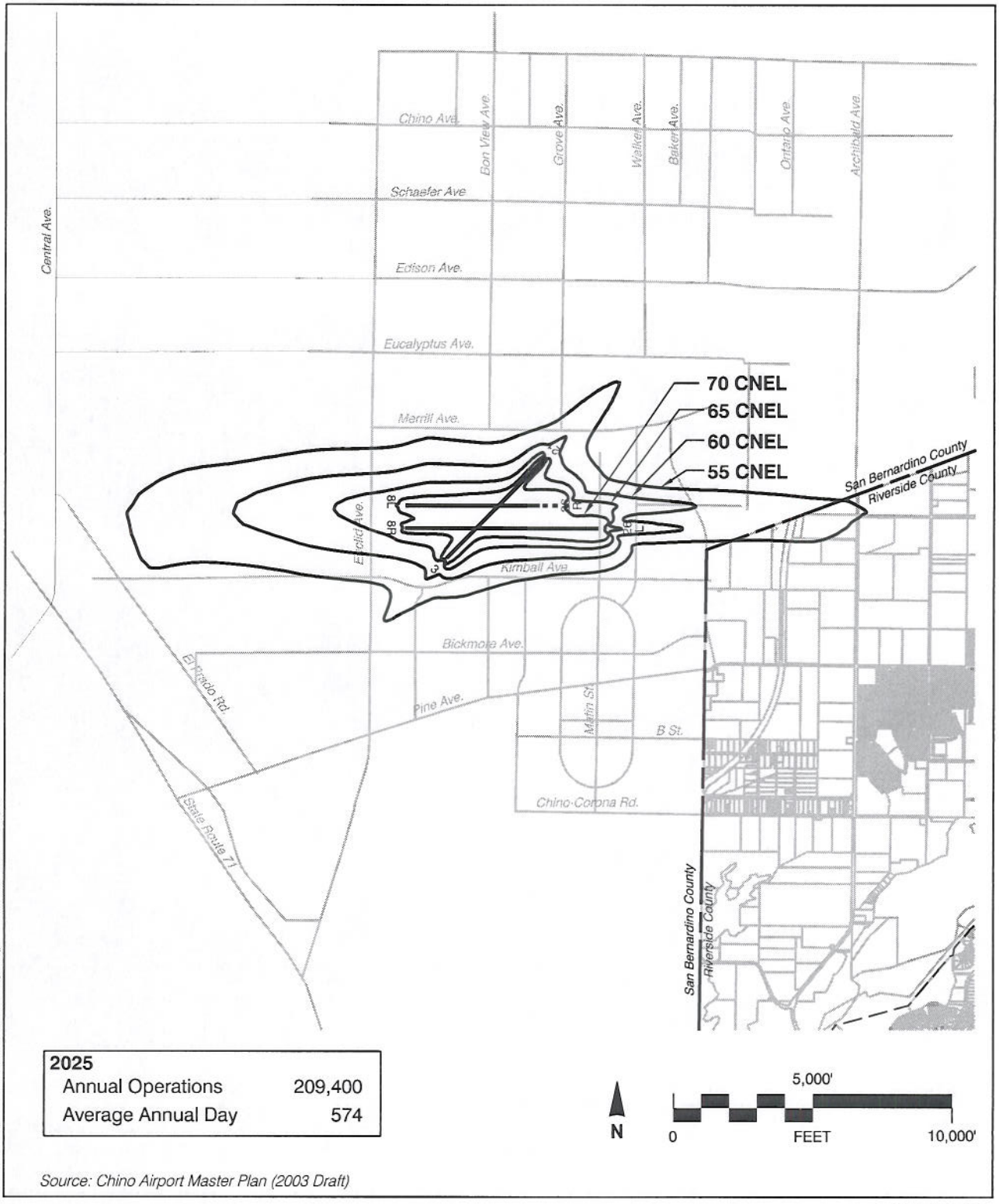


Exhibit CH-4

Existing Noise Impacts

Chino Airport

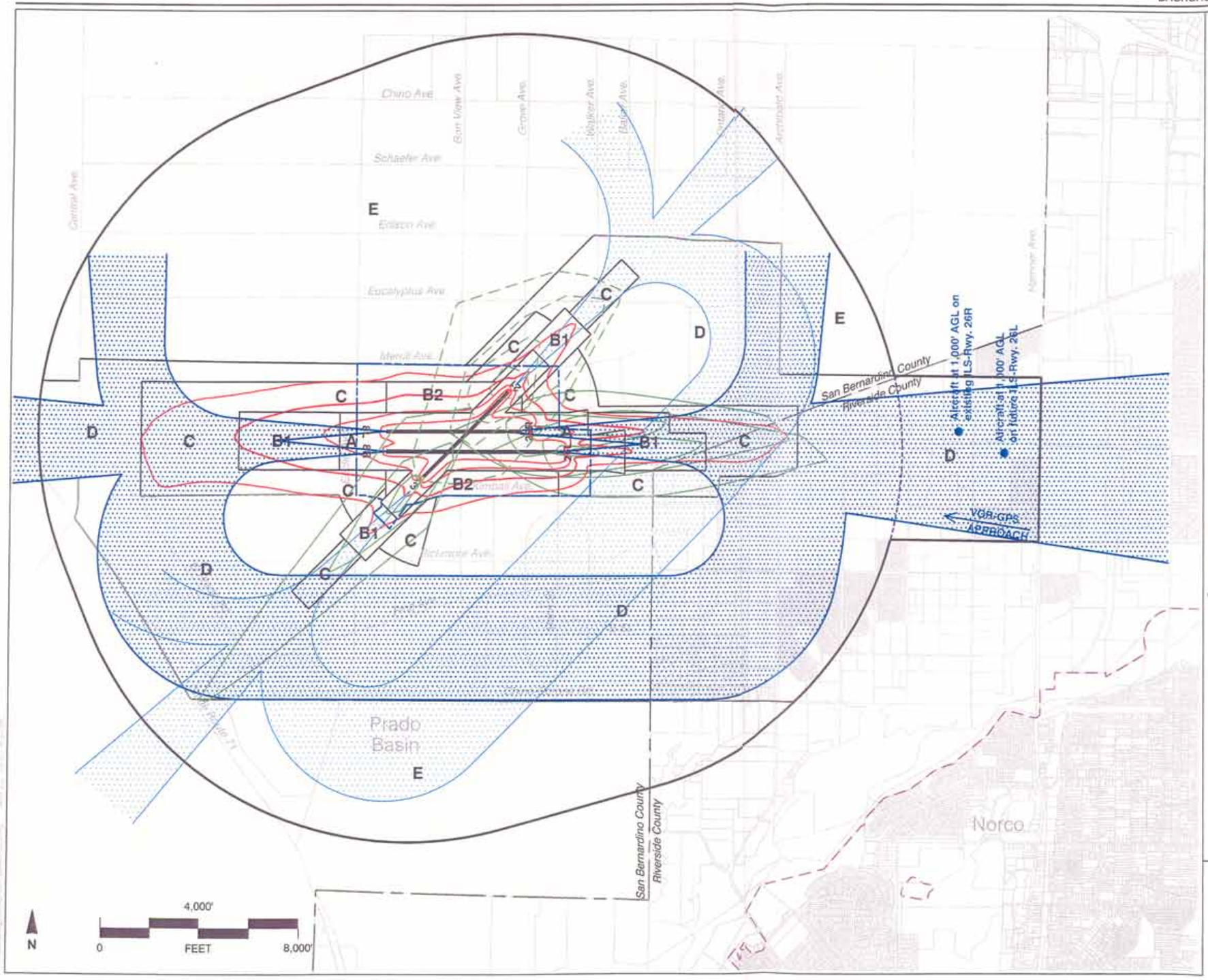


Source: Chino Airport Master Plan (2003 Draft)

Exhibit CH-5

Future Noise Impacts
Chino Airport

This page intentionally blank



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

(Zone A, B1, B2, C: To Be Added)

Noise and Overflight Compatibility Factors

- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL

(2025 Forecast)

General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)

Safety and Airspace Compatibility Factors

Aircraft Departure Accident Risk Intensity Contours * (Shown for Takeoffs to the West and Northwest)

Aircraft Approach Accident Risk Intensity Contours * (Shown for Landings from the East and Southwest)

FAR Part 77 Conical Surface Limits

No Terrain Penetrations of FAR Part 77 Surfaces

Boundary Lines

- Airport Property Line
- City Limits
- Sphere of Influence
- County Line

* Aircraft accident risk intensity contours are derived from nationwide accident location data in California Division of Aeronautics database. The contours show relative intensities (highest concentrations) of near-airport accidents in 20 % increments. The contour shapes represent a wide range of general aviation airports and have not been modified to reflect the flight tracks for this airport.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data

(October 2005 Draft)

Exhibit CH-6

Compatibility Factors Map

Chino Airport

This page intentionally blank

AIRPORT SITE

- *Location*
  - Southwestern San Bernardino County
  - Approximately 3½ miles southeast of Chino city center
  - 2 miles east of Riverside County line
- *Nearby Terrain*
  - Generally level terrain in immediate airport area
  - Chino Hills to 3+ miles southwest; peak elevations under 2,000 ft. MSL
  - Prado Flood Control Basin 4 miles south

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *County of Riverside*
  - Riverside County line ≤2 miles east
- *County of San Bernardino*
  - Unincorporated county territory to east and south
- *City of Chino*
  - Airport in city limits, city extends to the west, northwest and south of airport
- *City of Chino Hills*
  - City boundary 2+ miles west and southwest
- *City of Ontario*
  - Borders airport on north

EXISTING AIRPORT AREA LAND USES

- *General Character*
  - Farm lands converting to urban areas
- *Runway Approaches*
  - East (Runway 26L/R): Farm lands, scattered houses
  - West (Runway 8L/R): Highway 83 (Euclid Avenue) borders airport; Herman G. Stark Youth Correctional Facility and California Institution for Men west of highway; Chino Hills residential within 3 miles
  - Southwest (Runway 3): Farm lands; golf course
  - Northeast (Runway 21): Farm lands, scattered houses
- *Traffic Patterns*
  - South and southeast: Farm lands

PLANNED AIRPORT AREA LAND USES

- *County of Riverside*
  - East and Southeast: Extensive residential planned
- *County of San Bernardino, Cities of Chino and Ontario*
  - Additional City of Chino annexation
  - North: Primarily low-density residential with some high-density residential and business park uses
  - East: Industrial and agricultural land uses
  - South: Primarily commercial with areas of low, medium, and high-density residential
  - West: Agriculture

STATUS OF COMMUNITY PLANS

- *County of Riverside*
  - General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- *County of San Bernardino*
  - General Plan adopted July 1989, revised Sept. 2002
- *City of Chino*
  - General Plan adopted July 1985, currently being revised
- *City of Chino Hills*
  - General Plan adopted 1999
- *City of Ontario*
  - General Plan adopted 1992

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

- *Riverside County General Plan*
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary/advisory basis (LU 14.8)
- *County of San Bernardino General Plan*
  - 60 CNEL noise contour established as upper limit for residential land use compatible with airport operations
  - Noise-sensitive developments to be sound insulated to achieve indoor noise exposure of no more than 45 dB CNEL with windows and doors open
  - Outdoor sound exposure level of 65 CNEL may be allowed if indoor exposure is 45 dB or below with use of sound insulation or other mitigation measures
  - Airport-related safety zones established to ensure safety of developments surrounding airports in county

Exhibit CH–7

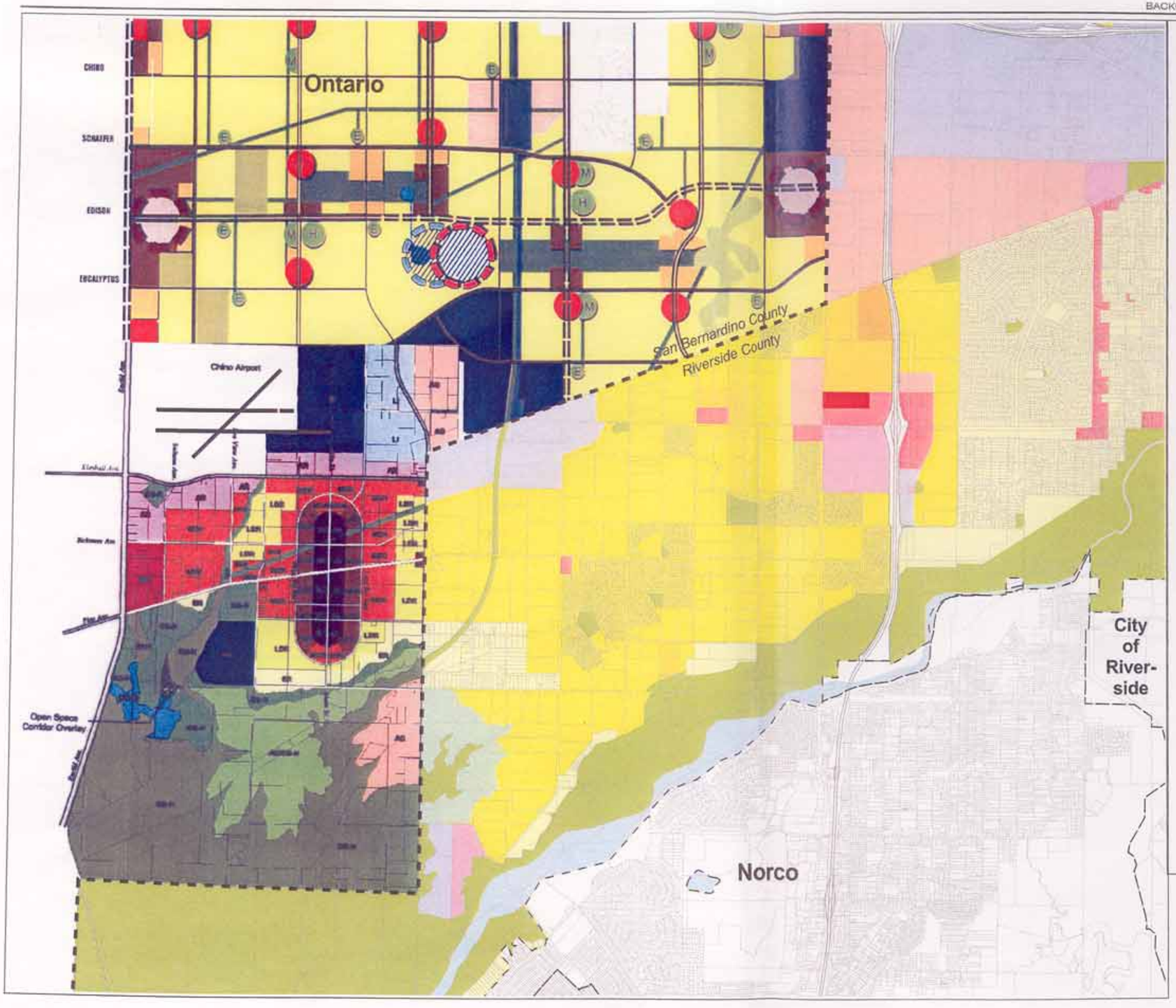
Airport Environs Information

Chino Airport

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

- *City of Chino*
  - Noise and safety zones are established to Identify areas of the city subject to high noise levels and crash impacts by the operation of the Chino Airport
  - A noise impact notification notice should is to be recorded on the deed for any new development within the 65 CNEL contour. This serves as notification of frequent overflights and noise exposure.
  - An avigation easement is to be recorded on the deed for any new development within a 10,000 foot radius of the airport.
  - Residential development is considered "Normally Unacceptable" within the 65 CNEL noise contour. Between 60 and 65 CNEL, residential development requires acoustic analysis to provide mitigation to meet the interior (45 dBA) and exterior (65 dBA) maximum noise levels.
- *City of Ontario*
  - Any building located within the Airport Approach Safety Zone which is intended for human occupancy, shall be acoustically designed by a qualified acoustic engineer to mitigate internal noise below 55 CNEL.

Exhibit CH-7, continued



Legend

- City Limits
- County Line
- Airport Property Line
- Runway
- Compatibility Zones (to be added)

Riverside County Land Use Designations

- Very-High-Density Residential (>20 du/ac)
- High-Density Residential (14.1-20 du/ac)
- Medium-High-Density Residential (8.1-14.0 du/ac)
- Medium-Density Residential (5.1-8.0 du/ac)
- Low-Density Residential (2.1-5.0 du/ac)
- Very-Low-Density Residential (0.4-2.0 du/ac)
- Mobile Home Park
- High-Intensity Commercial/Office
- Low-Intensity Commercial /Office
- Office/Business Park
- Heavy Industrial
- Light Industrial/Warehousing
- Mixed Use
- Airport
- School
- Other Public/Institutional
- Parks & Recreation
- Rural Residential (2.5-10.0 ac parcels)
- Agriculture (>10.0 ac parcels)
- Open Space/Conservation
- Federal Lands
- State Lands
- Indian Lands
- Unclassified

Note: The Riverside County portion of this map is combined and simplified from maps of the Riverside County General Plan (October 2003).

Land uses for jurisdictions in San Bernardino County are depicted for general reference and are not precisely located. Runways are positioned accurately relative to lands in Riverside County.

4000 0 4000 Feet

N

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibilty Plan
West County Airports Background Data

(October 2005 Draft)

Exhibit CH-8

General Plan Land Use Designations

Chino Airport Environs

STATE OF CALIFORNIA — DEPARTMENT OF CORRECTIONS AND REHABILITATION ARNOLD SCHWARZENEGGER, GOVERNOR

DIVISION OF ADULT OPERATIONS
CALIFORNIA INSTITUTION FOR MEN
P.O. Box 128
Chino, CA 91708-0128

December 1, 2005

J. William Ingraham, A.A.E., Director
Chino Airport Initial Study
San Bernardino County Department of Airports
825 E 3rd Street, Suite 203
San Bernardino, CA 92415-0831

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE CHINO AIRPORT MASTER PLAN

Dear Mr. Ingraham:

The California Institution for Men (CIM) received for review and comment the July 2003 to August 2003 revised Initial Study for the proposed Chino Airport Master Plan. We want to thank you for the opportunity of allowing us to review and comment about the document.

After careful reconsideration, CIM does not intend to oppose the Chino Airport Master Plan.

If you have any questions or would like additional information, please contact Scott Williams, Associate Warden Business Services at (909) 606-7055.

Sincerely,

M.E. POULOS
Warden (A)
California Institution for Men

CALIFORNIA INSTITUTION FOR MEN (CIM)
WARDEN'S OFFICE
14901 S. CENTRAL AVENUE
CHINO, CA 91710
(909) 597-1821, EXT. 4021

facsimile transmittal

To:	J. William Ingraham, AAE	Fax:	909.387.7807
From:	ALPHANDRA W. SANDERS Executive Assistant California Institution for Men CDCR	Date:	12/2/2005
Re:	Notice of Intent to Adopt Mitigated Negative Declaration for the Chino Airport Master Plan	Pages:	2 + including cover page

☐ Urgent ☒ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

STATE OF CALIFORNIA — DEPARTMENT OF CORRECTIONS AND REHABILITATION

ARNOLD SCHWARZENEGGER, GOVERNOR

DIVISION OF ADULT OPERATIONS
CALIFORNIA INSTITUTION FOR MEN
P.O. Box 128
Chino, CA 91708-0128

December 1, 2005

J. William Ingraham, A.A.E., Director
Chino Airport Initial Study
San Bernardino County Department of Airports
825 E 3rd Street, Suite 203
San Bernardino, CA 92415-0831

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE CHINO AIRPORT MASTER PLAN

Dear Mr. Ingraham:

The California Institution for Men (CIM) received for review and comment the July 2003 to August 2003 revised Initial Study for the proposed Chino Airport Master Plan. We want to thank you for the opportunity of allowing us to review and comment about the document.

After careful reconsideration, CIM does not intend to oppose the Chino Airport Master Plan.

If you have any questions or would like additional information, please contact Scott Williams, Associate Warden Business Services at (909) 606-7055.

Sincerely,

M.E. POULOS
Warden (A)
California Institution for Men

TATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

AIRPORTS 12 02 '05 AM 09 25

Arnold Schwarzenegger
Governor

Sean Walsh
Director

November 29, 2005

Bill Ingraham
City of San Bernardino, Dept. of Airports
825 E Third St. Room 203
San Bernardino, CA 92415-0831

Subject: Chino Master Plan-Intial Study
SCH#: 2003071113

Dear Bill Ingraham:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on November 28, 2005, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2003071113
Project Title Chino Master Plan-Intial Study
Lead Agency San Bernardino County Airports

Type Neg Negative Declaration

Description The County of San Bernardino, Department of Airports, has prepared a Master Plan for Chino Airport. This plan defines the Airport's role over the next twenty years and identifies future facility needs to suppoort this role and meet project demand. The Chino Airport Master Plan proposes a number of physical improvements to Chino Airport.

1. Extend Runway 8L-26R 662 feet east;
2. Acquire approximately 65 acres of land fee simple and a 30-acre easement to meet Federal Aviation Administration (FAA) standards for the Runway Protection Zone (RPZ);
3. Relocate the Instrument Landing System (ILS) from Runway 26R-to 26L;
4. Develop new taxiways; and
5. Develop new apron building, roadway, and automobile parking

Lead Agency Contact

Name Bill Ingraham
Agency City of San Bernardino, Dept. of Airports
Phone 909-387-7806 **Fax**
email
Address 825 E Third St. Room 203
City San Bernardino **State** CA **Zip** 92415-0831

Project Location

County San Bernardino
City Chino
Region
Cross Streets Euclid and Kimball Avenues
Parcel No.
Township 4S **Range** 5E **Section** 20,29 **Base**

Proximity to:

Highways State Route 83
Airports
Railways
Waterways
Schools
Land Use Airport Related, Dairy/Agriculture, Residential, Low Density Residential, Medium/High Density Residential, Light Industrial, Public Facility

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 6; Department of Conservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Native American Heritage Commission; Regional Water Quality Control Board, Region 8; Air Resources Board, Airport Projects; Department of Health Services

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Date Received 10/28/2005 ***Start of Review*** 10/28/2005 ***End of Review*** 11/28/2005

Note: Blanks in data fields result from insufficient information provided by lead agency.

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

AIRPORTS 12 02 '05 AM 09 26

29 November 2005

Mr. J. William Ingraham, AAE
San Bernardino Department of Airports
825 E. 3rd Street, Ste. 203
San Bernardino, CA 92415

RE: Comments on the Notice of Intent to Adopt a Mitigated Negative Declaration for the Chino Airport Master Plan
SCAG No. I20050709

Dear Mr. Ingraham:

Thank you for submitting the Notice of Intent to Adopt a Mitigated Negative Declaration for the Chino Airport Master Plan and its associated Revised Initial Study to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

Since no changes have been made to the Initial Study that would warrant a review based on regionally significant criteria, SCAG maintains its comments from 2003, which state that the project is not regionally significant. Based on the information provided, we have no formal comments. Please advise us of future updates to and versions of the proposed project, especially should a change in project scope occur.

A description of the proposed Project was published in the November 1-30, 2005 Intergovernmental Review Clearinghouse Report for public review and comment.

If you have any questions, please contact me at (213) 236-1851. Thank you.

Sincerely,

Brian Wallace
Associate Regional Planner
Intergovernmental Review

DOCS # 116469v1

City of
Chino Hills

November 7, 2005

Mr. J. William Ingraham, AAE
Chino Airport Initial Study
San Bernardino Department of Airports
825 E 3rd Street, Ste. 203
San Bernardino, CA 92415-0831

SUBJECT: NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE CHINO AIRPORT MASTER PLAN

Dear Mr. Ingraham:

Thank you for the Notice of Intent to Adopt a Mitigated Negative Declaration for the Chino Airport Master Plan. The City of Chino Hills has no comment at this time.

Sincerely,

COMMUNITY DEVELOPMENT DEPARTMENT

Jeffery S. Adams
City Planner
City of Chino Hills
2001 Grand Avenue
Chino Hills, CA 91709
(909)364-2751
E-mail: jadams@chinohills.org